



Sun Ship Log



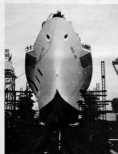
Volume 9, No. 3

Sun Shipbuilding & Dry Dock Company

August, 1975

ALASKA VENTURE UNDERWAY

'TOTE' Name of New Subsidiary



The largest and fastest (24 knot) trailer-ship ever built, the S. S. GREAT LAND, is owned by a Sun Ship subsidiary Tote Ocean Trailer Express Inc. (TOTE), with Mr. William B. Maling as its President.

The GREAT LAND is 790 feet long and can carry 390-40 foot trailers and 126 automobiles, 112 more trailers than that carried by the first generation PIONEER DE LEON after which this ship is essentially modeled. The GREAT LAND's size and ro/ro loading procedure will enable it to carry such diverse items as mobile homes, earth movers, highway trailers and other wheeled vehicles to the fast moving Alaska scene.

Design features enhance the vessel's all-weather operating capability. Enclosures are constructed to protect cargo and equipment. De-icing equipment has been provided in several areas, including vehicle ramps. Removing ice from other weather deck areas will be accomplished through the use of special equipment.

In addition, around 19 acres are being prepared to accommodate parked trailers. Stevedoring is to be handled by Sea Star Stevedoring Company, and the first weekly sailing is set for September.

Not the first company on the Anchorage run (Sea-Land is operating five ships to that support), we do, however, have a definite competitive edge. By being able to move customer goods as they want, using the convenient ro/ro concept, the GREAT LAND and Sun Ship will do much to alleviate the backlog of much needed items awaited by the Alaskan pipeline construction crews.

Management Named

Those named to prominent positions are veterans in their fields: J. Owens, L. Shapiro, R. Izrany and H. Acton.

More familiar to most Sun-Shippers are John Owens and Len Shapiro. Both have been named to Vice-President positions with TOTE-Owens to Finance and Shapiro to Marketing/Sales.

John Owens has been in the controller's

office since joining the yard in 1966. Until his present appointment, he has been the Manager of Cost Accounting and Company Controller. Len Shapiro had been Manager of Transportation Research for the General Cargo Ship Product Group. He joined the company in 1970 and has the added distinction of being a registered practitioner before the ICC as well as being a certified member of the American Society of Traffic and Transportation.

A "pro" when it comes to the fine points in dealing with the ro/ro operation, Mr. Ruddle Izrany assumes the post of Vice-President of Operations. His operational background includes eight years as Director of Operations for TTT, where he established the highly successful trailship service between New York and San Juan. For TOTE, he will be responsible for all operational aspects of the Seattle-to-Alaska trade.

Mr. Howard Acton, named TOTE's General Manager, is a veteran of the Alaskan transportation scene. He heads all



John Owens



Len Shapiro

aspects of terminal operations and often "Alaskan-seasoned" management familiar with, and ready to respond to, the needs of our Alaskan customers. Being aware of transportation problems unique to Alaska, TOTE felt that Alaskan experience was essential for system services," according to William B. Maling in announcing his appointment.

Alaska experience Mr. Acton has. He has wide-ranging knowledge acquired from Sea-Land, Kenai Air Service, and Crowley Maritime Corporation.

Another Inventor Success

Formerly, before Mr. Don Bryant of the Riggers took over and came up with a better idea, propellers were installed or removed by means of a chain hoist. Under Mr. Bryant's scheme, he uses a device to roll the propeller under the ship, jacking the wheel and stand up to position, and rolling the propeller into place without using the chain hoist. So far, the method has shown a 25% reduction in cost.

Mr. Don Bryant (68-153) has slightly over 11 years with the Company. He came here on June 16-incidentally his birthday

(Continued on Page 4)

Warm Welcome to . . .

PETER S. HEPP

Executive Vice-President and Director

On August 4, 1975, Sun Ship's Board of Directors elected Peter S. Hepp Executive Vice-President and Director. In his new post, Mr. Hepp will report to Sun Ship President Paul E. Acton and will be responsible for Planning and Strategy, Materials Management, and Science and Technology. In addition, he will be responsible for Legal Affairs and certain other appropriate staff functions.

Prior to this appointment, Mr. Hepp had been Vice-President for Development and Planning with Sun Oil Company (Pa.).

Peter S. Hepp was born in Sandusky, Ohio on February 5, 1929. He is a graduate of the University of Pennsylvania with a B.S. in chemical engineering, and a Sloan Fellow and graduate of Massachusetts Institute of Technology with an M.S. in Industrial Management.

He joined Sun Oil Company in 1950 as a student engineer; he progressed through increasingly more responsible and diverse positions in the manufacturing, research and development, and product group areas.

In July 1972, Mr. Hepp was named Vice President and member of the board of Sun Oil Co. Limited in Toronto, with responsibility for marketing, manufacturing, and materials management. Two years later, he was appointed Vice President, Development & Planning, Products Group, for Sun Oil in Philadelphia, his most recent assignment before being elected to his present post.



Mr. Hepp is a member of the board of directors of Sun Oil Company (Pa.) and Sun Oil Chemical Company.

He holds three patents in the oil refining field.

He is a member of the National Defense Executive Reserve, Tau Beta Pi, and the Board of Trustees of Delaware County Community College.

Mr. Hepp, his wife the former Norma Devine, and four children live in Media, Pa.

Vo-Tech Winners



Sun Ship Chief of Mechanical Draftsmen Claude Allen (right) congratulates Steve Yavor (left) and Jeff Reilly (center) upon receiving their awards as outstanding draftsmen of their class at the Delaware County Vocational Technical School in Folsom.

For his achievement, each boy received a plaque (designed by Mr. Allen) and a \$50 Savings Bond. Claude was equally pleased to announce that both had accepted draftsmen positions at the shipyard, Steve with Jack Sulger and Jeff joining Claude Allen.

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19076 PA PROSPECT PARK AVE
M HILLS



Thanks to his own hard work and determination, Raymond Parris (right, 33-108) is now a First Class Electrician working in the Maintenance Division. He is shown receiving his "Certificate of Completion of Apprenticeship" from Roger Bligh, left, Superintendent.

Ray deserves our congratulations for his successful achievement. A graduate of Thomas Edison High School, he entered his apprenticeship at the shipyard on August 23, 1972. Two years of his related apprentice training were taken at Chester Vocational, with the remainder obtained through International Correspondence Schools. His success resulted in a First Class position.

Now In Effect

New Material and Property Pass Control Procedures

The latest procedures governing removal of personal or company property from the shipyard were recently issued by Industrial Relations. It is duplicated here for your guidance.

A Material and Property Pass, Sun Ship Form 401-159, must be completed for any employee who wishes to remove any personal or company property from the shipyard or any of its facilities. The supply of these pass forms will be carefully regulated and charged by number to all superintendents and the Materials Management Department. A list of authorized signers will be maintained by the Security Manager, and a copy of these signatures available at the exit gates for guards to compare and validate signatures. Passes are to be signed only at the time they are issued and will reflect a complete description of each article, such as serial numbers, manufacturer's name or other identifying data. The types of property that can be removed with a Material and Property Pass generally fall into one of the following four categories:

COMPANY TOOLS AND EQUIPMENT

Company tools and equipment in the shipyard will not be issued for personal use without the Maintenance Superintendent's authorization. At the Wetherill Plant, Superintendent's authorization is required.

Only hourly and salaried supervisory personnel are permitted to borrow company tools or equipment for personal use.

The Maintenance or Wetherill Plant Superintendent must sign the pass, describing the tools or equipment and forward it to the respective toolroom foreman. The foreman will enter the date the item is to be returned, sign the form and issue the item, providing it is available. The employee will sign the pass above the foreman's signature indicating receipt of the item. The foreman will then establish a suspense file to assure that the item issued is returned.

"NO VALUE" SCRAP

Removal of no value scrap must be approved by the division superintendent responsible for the scrap.

The superintendent will complete a Material and Property Pass describing the scrap to be released after determining that the scrap has no value.

Whenever vehicles are used by employees to remove scrap, a guard will accompany the vehicle into the yard and monitor its loading.

SALABLE SCRAP

Only the Materials Management Department may sell salable scrap or surplus materials to employees.

The Materials Management Department must prepare a Material and Property Pass to include a complete description of the material purchased.

The employee will then take the completed form to the company paymaster where payment will be accepted and all copies of the pass stamped "PAID."

The Materials Management Department will then arrange to have the employee pick up the material purchased and notify the guard department whenever personal vehicles are to be used to load materials. A guard must accompany the vehicle into the Yard and monitor the loading of the vehicle.

PERSONAL PROPERTY

Employees desiring to remove their own personal tools or equipment from the yard or non-company scrap or material given to them by a vendor, ship's representative or subcontractor must obtain a Material and Property Pass from their respective foreman. The pass must be properly completed in sufficient detail so as to allow the guard to accurately compare the pass to the items being carried out.

This pass is not required for personal clothing, handbags, lunch boxes, or briefcases being carried out of the yard or any of its facilities. Such articles will be presented unwrapped or open for inspection when employees leave.

The pass is serially numbered and color coded in triplicate. The employee retains the white original when leaving the property. The pink copy is surrendered to the gate guard and the yellow copy is retained by the superintendent or foreman issuing the pass.

Take careful note that guard personnel will not allow any employee to depart the premises with property when the pass is not properly authenticated, when the property being removed is not exactly in conformity with the description of the property on the pass or when the removal of the property is contrary to established company policy. Whenever any of the aforementioned conditions exist, the property will be retained by the guard until the matter is resolved, either by the superintendent having signed the pass or by the Security Manager.

Important Reminder

Sun Ship Scholarship

All children of Sun Shipbuilding employees who are entering their junior year in high school this fall and who plan to graduate from school in 1977 are eligible for one of Sun Ship's two annual scholarships.

Two scholarships are awarded each year for children entering accredited 4 year colleges. The scholarships range from a minimum of \$250 per year to a maximum of \$1500 per year, with the award continuing for each of the four years that the student is in school.

All employees who have sons or daughters entering their junior year in high school should secure an application blank and enter their son or daughter in this scholarship competition. To be eligible, follow these important steps:

1. Request application blanks and information sheets in writing from Richard

Corkhill in Industrial Relations.

2. Complete and return application blanks before December 15, 1975.

3. In September, arrange with your school to take the PSAT/NMSQT on October 21 or October 25, 1975.

All application blanks are forwarded to the National Merit Scholarship Foundation, and they alone review and determine the winners.

In the first year of our participation in this program, awards went to Steven Blair (son of George Blair, 38-123) and James McNeal IV (son of James McNeal III, 20-5). In the second year, the awards went to Irene West (daughter of Edwin West, 70-34) and Mary Metrick (daughter of Francis Metrick, 34-3). Applications for the scholarship to be awarded to this year's winners have already been sent with National Merit Scholarship Corporation.

With Shipbuilding as Their Backdrop



James Knox (left) and Don Ashwell (right), two of the three recent Widener graduates, pose appropriately enough in the shipyard around which they have built their careers.

Interestingly enough, both of these men held prominent positions in this year's UNITED WAY CAMPAIGN, elected to give of their spare personal time to a worthy, satisfying community cause. Mr. Ashwell has been active in past years with the campaign, and this year he assumed the Plant Chairmanship for the upcoming '76 campaign slated for September 22. Mr. Knox is equally active. More about them will be published as the campaign gets underway one month from now.

Leading the Way

Graduating May 24 from the Evening School of Widener College were three Sun Ship employees: Donald W. Ashwell and James M. Fields, both of whom obtained Bachelor of Science degrees in Management; and James Knox, who earned an Associate degree in Management. To all three of them, we offer well-deserved congratulations for their ambitious achievements.

Donald Ashwell has been employed in Data Processing for the past seven years. James Fields is a member of the Audit Department and has nine years of service. James Knox, a veteran Sun Ship employee

for the past 24 years, is a member of the 38 Department—Engine Drawing room.

All of them made good use of the shipyard's liberal advanced educational program for encouraging employees to seek professional advancement and personal satisfaction through higher education. In the case of Mr. Knox, he now intends to pursue his studies leading to a Bachelor's degree in Management.

It is a difficult, time consuming undertaking, with excellent advantages waiting those with the patience and fortitude to succeed.



On Jan. 30, with a number of his friends and co-workers, Walter Wallace (47-460) celebrated his retirement from the Company. From left to right, they are: John Collier, Leroy Campbell, Earl Blome, Red Austin, Lee Mann, Walter Wallace (center), Tom Harris, Ernest Falcov, and Bob Baker. Although he is already missed by everyone, we are sure he is enjoying his new "career."

Diversity of Shipyard Appeals To Others



CLEARING THE PIER

Lending vital support to a clean-up job at Ft. Mifflin is Sun Ship's 800-ton barge crane, better known as the SUN-800. This time, the Greek tanker ELIAS has been the subject of the work. If you remember, the tanker sunk over a year ago following an explosion at the pier of the ARCO Pipe Line Co. Since that accident, only one berth has been open.

The salvage/clean-up operation has brought together unique elements within the industrial world: for example, divers who participated in clearing the Suez Canal of sunken ships are among the people; and the SUN-800, unique among heavy lift

equipment is there also with her specialized crew. Used to remove only the heaviest pieces that have been either cut apart (when above the waterline) or exploded apart (when underwater), the SUN-800 is barged to the site on an "as needed" basis. Using the crane in itself takes special approval from government agencies; the outside edge of the airport glide path collides with the crane's boom when it is extended to its maximum reach, as it often is for this task. It can be used then only in daylight hours and when visibility remains good.



SUN "800" AWAY FROM HOME BASE

Hours Expand

A full time operation became quickly apparent to Credit Union officials in early June. It was warranted by the amount of transactions taking place, and the interest of members in their newly formed Credit Union shown by the soaring membership (over 1300!). Accordingly, new hours were announced effective the first of July for the convenience of all members, regardless of shift worked. Those hours are posted here:

MONDAYS: 1:00 P.M. to 5:00 P.M.

TUESDAYS: CLOSED (Telephone inquiries only)

WEDNESDAYS: 1:00 P.M. to 8:00 P.M.

THURSDAYS: CLOSED (Telephone inquiries only)

FRIDAYS: 8:00 A.M. to 11:00 A.M. and 5:00 P.M. to 8:00 P.M.

SATURDAYS: CLOSED

SUNDAYS: CLOSED

THE CREDIT UNION WILL BE CLOSED FOR VACATION THE FIRST TWO WEEKS IN AUGUST (August 4th through 17th, inclusive).

In addition, Mr. John J. April, one of the founders of the Credit Union and like the others, one of its hardest workers, has taken on the full-time assignment of running the office, located at 1214 Second Street, Eddystone.

Surely this should prove beneficial to the many members the Credit Union has attracted and serves during its short operation.

Members can reach Mr. April during the times noted above at TR 6-8248.

Valued Invention and Its Inventor



Mr. Bobby Bean (30-193) holds a letter from Mr. Tribolotti, Superintendent of Engineering, congratulating his efforts and ingenuity for the design, development and fabrication of a jig to be used in the rolling and pressing of plates in our Steer-bear System. Mr. W. Hefard, Foreman of

the Boiler Shop, was also on hand for the ceremonies. The value of the tool has proven itself many times over in the day-to-day operations and it is the support and interest of employees like Mr. Bean that makes such improvements possible.

Introducing the Engineering Manager - Tanker Group



Named Engineering Manager for the Tanker Product Group on July 11 was J. Robert Winstead. Mr. Winstead will be responsible for all engineering matters affecting the group including preliminary design, contract design and approval of design details as developed by the Manufacturing Engineering Division. He reports to F.P. Esenbarger, Vice President.

Mr. Winstead has had extensive experience at Newport News Shipbuilding & Dry Dock Company in Virginia with his last post being Director of Engineering, Commercial Ship Division, where he was

responsible for all design and engineering matters related to new construction for commercial ship contracts.

Graduated from the University of Virginia in 1950 with a B.S. in Mechanical Engineering, he attended the University of Michigan, Graduate School of Business Administration, Executive Development Program.

Prior to his joining Sun Ship, Mr. Winstead served in numerous posts at Newport News Shipbuilding & Dry Dock Company. He began in 1950 in the Engineering Technical Department as a non-supervisory engineer, performing analytical calculations for systems and components in the mechanical/electrical area. Five years later, he was assigned as one of the original group of engineers to form the company's Atomic Power Division. He performed engineering calculations and analyses for the first nuclear aircraft carrier with this division until 1957, when he was appointed Supervisor, responsible for Fluid System and Component Design. In May 1959, he was named Assistant Manager of the Test Department of the Atomic Power Division with the increased responsibilities until 1962 when the USS ENTERPRISE was delivered. In August 1962, he was re-assigned to the Engineering Technical Department and was responsible for all non-nuclear marine engineering work for the Company. In July 1973, he was named Director of Engineering, Commercial Ship Division, responsible for all marine engineering, electrical, naval architecture and structural design for commercial contracts.

See The World Tomorrow Wear Your Safety Glasses Today!

E.D.R. Social Club Winners at Fish Outing



(from left to right): Ron Bilstein (Club Treasurer), Jan Szymczyk (largest fish and also Club Financial Secretary), Jim Froward (Club Vice-President), Gabby Monetti (smallest member on shipboard, although he looked in fine health when the picture was snapped), and Jim Hiron (smallest fish).

About the Club

For those unfamiliar with its history, the E.D.R. Social Club dates back to 1941, so it has existed actively for 34 years. It numbers among its activities a "Sunshine Club", sending flowers/baskets of fruit for sicknoses, births, and deaths; also gifts of money are given for newlyweds and retirees. The major event of the year is usually the Annual Banquet, which this

year was held at the Fireside Hearth, Springfield, with 134 in attendance. Among other activities are Capt. Stoen's all day fishing trips (2), ball games, and attending The Little Bakers.

In 1975, the Club elected its first woman President, Sally Savage. Joanne Bromley became the Secretary. The other officers are pictured above.

CREDIT UNION

The Sun Ship Credit Union Installation of Officers took place May 3 at special ceremonies held at the Ramada Inn. Present to swear in the new officers of the Credit Union was Mr. Carmine F. Dorazio, who is the official representative from the Pennsylvania Credit Union District, the body responsible for overseeing the operation and financial records of any approved credit union in the Commonwealth. The officers are those elected by the credit union membership to look out after the affairs of the organization for various

periods of time; elections had been held in mid-March. A Board of Directors, Credit Committee, and Supervisory Committee had been elected along with the following:

President	William Russo
Vice-President	John Apoll
Treasurer	William Welsh
Secretary	Margaret McKinney

Highlights of the occasion were captured in the photos below; 34 officials of the Credit Union, Sun Ship, Locals 802 and 804 and guests were on hand.



Arthur Millay (left) receives a Certificate of Appreciation on behalf of Mr. Galloway and the Company for assistance and support of the Credit Union movement. Bill Russo makes presentation.



Local 802's Bud Gordon accepts on behalf of that Union who, along with Local 804, were among the first to join the Credit Union and show their support, playing such a prominent role in its support and ultimate success.



DISPLAYING THEIR "CITATIONS" FOR THEIR EFFORTS IN GETTING THE CREDIT UNION UNDERWAY ARE: (from left to right) Ann Jackson, Sally Savage, Bill Walsh, Peggy McKinney, and Bill Russo, who was given an added award of the guest for his efforts in organizing the Credit Union.

Inventor (Continued from Page 1)

as well—as a Third Class Wigger. He succeeded to Assistant Foreman 2-1/2 years ago.

The method was first used—with success—for the propeller installation on Hull 673, the S. S. GREAT LAND, a ship with a troubling future ahead. The same type of stand was applied to the removal of

the propeller from the TILLIE LYNES, in June recently for repair—again, showing a savings all around. Each installation/removal results in still further modifications and adjustments to lead to a smoother, safer, faster procedure.

The added touch of dedication and pride, for which Sun Ship employees are famous, is typified by Mr. Bryant's approach to this problem.



After many years of building and removing propellers, Mr. Don Bryant decided that there must be a "better way" to save costs, make the job safer, and be less tedious for all concerned. With assistance from Roy Wilber (Plant Engineering, 848 Childs (Bosker Shop), his superintendent, foreman, and particularly his fellow workers who worked so hard to support his efforts, Don was able to fabricate what is now known as a PROPELLER STAND. So far he has shown a cost reduction along with a much safer and efficient method.

Admitting that he still has a few more "bugs" to work out, Don is confident that the new PROPELLER STAND will continue to save money for the shipyard, increase the safety factor, and still keep this shipyard ahead of the competition, both in new ships and repair contracts. He's been right on target on all counts. So the next time you see a propeller installation or removal underway, you'll recognize the group deserving the praise.

Lord You Know What We Will Do

Lord you know what we will do,
So help us to keep in touch with You.
Help us to keep love and faith,
Cause we are living by Your grace.

Lord you know what we will do,
That's why we depend so much on You.
Let us not be so ashamed,
To Call on Your living name.

Lord you know what we will do,
Cause our prayers will help us thru.
Help us in this worldly life;
Because there is so much sin and strife.

Lord you know what we will do,
Where there is so much trouble and hatred too.
So Lord I want to be in Your plan;
To try to make it into that promised land.

by
Henry James (67-70)

All in the Family



Typical of the number of relatives found making their careers at the shipyard is the latest snapped in the drawing room. Shown with her prospective father-in-law, Paul Sloan, is Debbie Cregan. Debbie joined Sun Ship one year ago; Paul of course has been a member of the force for 27 years. Debbie was married to Richard Sloan on July 12 at Bethany Church. Best wishes for much future happiness.